

Woden Valley Community Council
Record of Meeting, Canberra Southern Cross Club
7 pm Wednesday 4 July 2018
MLAs in attendance: Caroline Le Couteur
Estimated attendance: Seventy Five

1 **Welcome: President, Fiona Carrick**, welcomed and thanked attendees. There was an apology. from Gina Pinkas

2 **Minutes** of the last meeting held on May and 6 June 2018 approved.

3 **Chair Report:**

Bowes St landscaping – concreting of desire lines, bench seats and little round tables

Bus depot - being demolished for stabling and maintenance of buses, electric buses will be purchased and it will bring jobs to the area.

4 **Presentations -**

Hindmarsh – Mr Greg Smith

Development of Neighbourhood 12 and 10 (N12 is a marker site) at Woden Green

- Located on the corner of Wilbow and Easty St (behind the Police station), DA will be lodged in October, currently in the public consultation phase, Hindmarsh website has information, 750 apartments carpark screened, no setbacks.

Cox architects

- N12 - in the conceptual stage, 2 large towers meets planning controls, four towers on a podium with central area, 2 x 27 storeys slightly lower than Lovett tower and two smaller towers, landscaping in centre, solar access in centre, ground floor – retail (small supermarket and cafes), car parking above (internal) with residents around the carpark, taller elements to the north to reduce overshadowing of residents to the south, primary entry where lifts will take you to your tower, service vehicles on north side, 1, 2 and 3 bedroom apartments, create a node for cyclists and pedestrians, perspective drawings were presented.
- N10 – south side of Wilbow St, 6 storeys to the south, 10 storeys to the north and Easty St.

Questions:

- What are the floors? - retail at ground floor for residents of Woden green, need active front due to Territory Plan
- How big is site: - 0.72 of a hectare
- Have you addressed overshadowing of the surrounding apartments? - yes, have modelled
- Have traffic studies been done? - they will be further looked at
- Will parking be replaced? – yes, there will be some basement parking
- Is anyone looking at the requirements for apartments across Canberra? - the amenity provided will attract people
- How many of each bedroom type? - 1 beddies – 40%, 2 beddies – 55%, 3 beddies – 5% (could grow to 10% depending on demand)
- Will apartments be sold to non residents? – yes, as per what is allowed
- Will there be betterment of the broader precinct? – only for the development site
- how does it integrate with the broader precinct and the Woden Park? – happy to discuss that further
- What is the construction period? – 30 months of construction.

Transport Canberra took notes that will feed into the broader consultation, trying to increase public transport, there will be winners and losers when there are change to the network, 8% of people use public transport in the mornings so thinking about the other 92%, currently 2 electric buses in operation, complementary works include the new bus depot, a new ticketing system, a journey planner and work around the Woden bus interchange.

Buses

What do people want from their public transport network? - frequent and reliable services, certainty that another bus will come.

Rapid routes – the centrepiece of the new network – the current 4 routes do the heavy lifting carry 40% of patronage, people want to use the rapid routes. There will be 10 rapid routes (including light rail), 55% will live close to a rapid network, 7 day network (same numbering over 7 days) , increase operating hours (particularly on Sundays and public holidays)

Issues are more than travel time on bus, includes waiting for a bus and travel experience

School network – 30% more trips going past schools, reduction to dedicated school buses from 95 to 70, the majority of kids use public network and interchange, not a radical change, removing all school only bus stops from the network so children not stranded at these bus stops, additional customer service officers at interchanges

Light rail

A lot of work happening, first vehicle on the track, changed Hibberson Street for the better, catalyst for the urban realm.

Stage 2 – a lot of planning, Commonwealth Inquiry into light rail stage 2, ACT Government has made a submission which shows their thinking and design, Committee considering how it moves through the Parliamentary Zone and Heritage issues, community consultation favoured through the Parliamentary Zone, not thinking of Woden to the City, its Gungahlin to Woden, hotels in Northbourne Avenue going to Parliamentary zone, Woden residents can go to yum Cha in Dickson.

Fiona declares she works in the Department of Infrastructure in the Rail branch

Questions

- Are we in the median of Commonwealth Avenue? Yes, two bridges, new bridge between existing bridges
- Why the route through Parkes? The shorter route is more expensive because of engineering close to Parliament House, the vista, the sensitivity, curved tunnels increases costs, patronage almost exactly the same between the direct alignment and the longer route) picking up more passengers, tourists and including Manuka)
- Why can't we have the original network (direct alignment and Fyshwick alignment)? – ACT Government wants Commonwealth bridge
- Lack of patronage for the Parliamentary Triangle outside of peak hours – community wanted the alignment
- Why is the blue rapid terminating in civic? – reliability becomes an issue, bunching
- Children will have to change at Woden and Civic so there are safety and timeliness issues, interested in justification for cutting school buses? The majority of school kids are using the ordinary buses.
- Accessibility is critical for commutes to get to work and access is being removed from the suburb (Xpressos, 720 and 732 full, very well patronised and community building), so we have to go to the centres which takes away the incentive? - challenge those assumptions, 800m from rapid, 500m from local bus stop, new network by repurposing Xpressos as rapids we can move more people
- The suburban buses are slow to get to an interchange and multiple changes will be a deterrent

- Waiting for up to an hour for suburban buses, multiple hubs means changing buses, have you considered small buses in the suburbs, have you studied Exeter? – that is why the network is changing to increase the frequency, demand location service, eg the jail
- Can you walk across the light rail corridor and how will the drivers cope? - line of site
- Will you consider some Xpressos, 3 buses in the morning? – all the feedback will be considered
- Two buses to get to work will mean a substantial increase in travel time for commuters? – rapids 40% and Xpressos 4%
- Changing buses early in winter mornings will drive people away? – reducing waiting time
- You said an extra 1,000 trips per day, what is the additional cost, on top of existing \$150 million? – every public transport system is subsidised by the taxpayer (except perhaps Hong Kong), design network within existing budgetary envelope
- Will I get charged for every leg? – ?
- Duncan said – who prefers which alignment for light rail? – person in the audience said, can't answer until we know whether the rapid bus will operate once the light rail is built? - It will be a number of years before that decision is made? We need to know before we can make a decision.
- Why is it 25 minutes and could we run a combination of express services? – one of the key features of light rail is its simplicity
- Self-selecting survey and there was no detail on cost, stops or travel times, anyone living in the north would naturally select the Barton option, you need to do scientific analysis? – not everybody wants to go to civic as quickly as possible, encourage people to provide a submission to the Commonwealth Inquiry
- Why can't we have the alignment on the west side of Parliament House and autonomous buses through Barton?
- Why do we need transport hubs, they are where people are arriving like the train station and the airport? – serves as interchange for local routes, all the developments will require significant transport, light rail stage 3 from Belconnen to the airport
- What about the Tuggeranong Parkway, people trying to get from Tuggeranong to Belconnen? – not many people catch the Xpresso
- Has there been consideration of the light rail to Mawson for an uplift for Phillip and Athllon Drive? – who knows how the procurement will play out and I wouldn't rule out the possibility
- Will the rapid from Woden to Civic still stop on Melrose Drive and Mawson? – yes
- Is there any consideration that parents will not let their children go on public buses? – high school kids should be capable of catching buses
- Will the blue rapid service City West? - the green rapid will
- With the light rail stops along Adelaide Avenue, what modelling has Transport Canberra done on those stops and are they likely to pick up the local buses? –
- Will there be park n rides on Yarra Glen? – there may some spaces, there is not a lot of land
- How will people access the stops on Adelaide Avenue? – overpasses with lifts and stairs
- Why does the tram not go to Mawson with two business hubs (Phillip and Mawson) and two high schools? – we understand the importance of Mawson, we see it happening at some point
- Will you timetable the change in the city, for those going from Tuggeranong to Belconnen? – we are aware of the need for better signage, the buses will have 6 minute frequencies in peak time
- What guarantee do I have that the bus will not be full and drive past me? –
- The 15 June 2018 Light Rail Update is based on the concept of the 30 minute city so what happened to the concept in the National Capital Plan which provides for relatively self-contained town centres as social and economic hubs.

The meeting finished at 9:45 pm.

The next meeting of the WVCC will be at 7 pm on 1 August 2018 at The Canberra Southern Cross Club.